

REPORT

INFORMATION REPORT

CD NO.

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COUNTRY **Host Country**

Refined Construction Fragments

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(LISTED BELOW)

DATE OF
INFO.

**SUPPLEMENT TO
REPORT NO. 7**

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1. In early September, the third track was being laid on the bridge over the Neisse River at Horka. Work on the construction of this track, which is extended as far as the newly established branch-off point at Zentendorf, is scheduled to be completed by 13 September. After that date, the railroad line on the western side of the Neisse River will be operated double-track. The Bielawa-Dolina branch-off point on the Polish side of the border has been closed.¹
2. The following information was available on construction work designed to close the last remaining gap of the Berlin outer freight ring:
Between 11 and 19 August, work was under way on the construction of a single track line between Wustermark-Ost and Brieselang. The completion date for this project was unknown.
3. Construction work on Lake Templin continued according to schedule. A suggestion made by the Council of Bezirk Potsdam that the railroad line be rerouted south of the Wildpark Forest was not accepted.
4. In late August, the railroad construction project on Lake Templin was declared a first priority project. Construction work is being done on behalf of the Reichsbahn Administration and is connected with the construction of the railroad line between Golln and Saarmund. The construction of a railroad embankment through Lake Templin is controlled by the Berlin Directorate of Waterways. Construction work is scheduled to continue during the winter. In early September, three excavators were employed on the removal of mud from the bottom of the lake.²
5. It was learned that the following construction projects were to be included in the preliminary construction plan for 1956:
 - a. Construction of a new line for the Berlin elevated train system on the special embankment built from Gruenau as far as Karow parallel to the Berlin outer freight ring.
 - b. Laying of third rails on the tracks of the Berlin outer freight ring between Karow and Hennigsdorf with an extension to Birkenwerder.
 - c. Construction of a second track for the Berlin outer freight ring between Springfuhl (sic) and the south side of Wuhlheide railroad station.³
6. The following details were available on projects connected with the electrification of railroad lines:

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After 1 September, electric operations were scheduled to start on the Halle-Koethen railroad line. For the time being, four pairs of trains are scheduled to operate on this line per day.⁴ Work on the electrification of the Halle-Magdeburg line continued. After completion of this project, the Halle-Leipzig railroad line is scheduled to be electrified. In connection with this project, the personnel of the railroad maintenance shop at the Halle passenger station is scheduled to be increased to more than 1000 men.

7. New plans for the reconstruction of Hoyerswerda railroad station were being made. It is planned to build a settlement for the workers of the Schwarze Pumpe coke combine east of Hoyerswerda. This settlement is to be provided with a new passenger station, which will be located east of the present railroad station, that is east of the Schwarze Elster River. The present railroad station in Hoyerswerda is to get one platform for passenger traffic. The second platform is to be utilized for freight traffic. No definite decision has yet been taken on the plans to have a small shunting station west of the present railroad station.⁵
8. In connection with the construction of a new railroad line extending to the Schwarze Pumpe coke combine, construction work on the railroad bridge of the Kleine Spree River near Megling and excavation work north of Krippenrode railroad station was started. The bridge over the Kleine Spree River will have a span of about 25 m and will be about 3.5 m above the river. The bridge will be a steel truss structure.⁶

1. Comment: The bridge of Horka was completed on 31 December 1954. It appears that the second track cannot be laid as far as Horka because of a shortage of rails. This is probably the reason why a branch-off point at Jantenlopf must be established.

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2. Comment: Information on the beginning of construction work at Lake Teuplin was transmitted previously.

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3. Comment: Information on these projects designed to supplement the Berlin outer freight ring is received for the first time. The intended construction of a second track between Muenzen and Marx was reported previously. For execution of excavation work which may be connected with the building of the second track.

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4. Comment: This information has not been confirmed.

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5. Comment: Details on this construction project were reported previously.

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